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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 15 Nov. 1951

SUBJECT Production of the Peenewerft in Wolgast

NO. OF PAGES 2

PLACE 25X1A

ACQUIRED

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

25X1A

SUPPLEMENT TO
REPORT NO.

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1. The Peenewerft in Wolgast (N 55/P 92) has been working since 1949 on reparations orders for drifters and seiners. Difficulties were at first encountered through lack of tools, materials, and technical personnel. By the end of 1949, the 1,200 workers then employed at the yard had gained considerable familiarity with construction methods as a result of the intensive production schedule. There had also been an improvement in the tools and materials situation. During the early part of 1950 the flow of ice on the river and in the harbor prevented the delivery of hulls and work was slowed down but, by March, everything appeared to be going according to schedule.

2. Difficulties then arose in the procurement of nonferrous metal. Piping, which until then had been made of copper, now had to be supplied partly by galvanized steel tubing. Ships' parts, which had heretofore been made of brass, were now made of synthetic materials. This scarcity of nonferrous metal has occasioned the production of a new alloy which is made up of the following components:

57.94 % Cu	0.47 % Sn
3.36 % Mn	0.86 % Pb
1.38 % Fe	0.12 % Al
0.25 % Al	35.62 % Zn

The tensile strength of the metal per kilogram on one square meter is 46.3; it has a ductile strength of 36.8 and can be bent to 180 degrees without breaking.

3. By the summer of 1950, the number of workers had risen to 2,000*. A slipway capable of handling ships up to 1,000 tons was completed in January 1951. By this time construction of hulls in the inland yards was slowed down by a shortage of materials. This shortage was said to exist because of failure of western firms to make promised deliveries.

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4. About 36 to 40 drifters and 12 to 15 seiners were completed during 1950, of which 10 drifters were for the Rostock fishing combine. The Seepolizei brought two boats, the JULIE and the BERGER, allegedly diving and salvage boats, for the first time, in October 1950, to have the engines overhauled and for some minor reconditioning work. A voice radio system with a 20 watt sender was installed on one of the boats.
5. During the first three months of 1951, 60 to 70 per cent of the work consisted of repairs for the Seepolizei, although four drifters were completed for the Rostock fishing combine and the dredger UELDON was reconditioned. During this time, the 1,050 ton steamer LORSCH and the sea-going tug WISMA, of about 600 tons, were brought by the Seepolizei for repairs.
6. Between the end of March and the first week of May 1951, six seiners and two drifters were completed. Nine seiners were to be completed in May, ten in June and five in July, after which time the yard was to work exclusively for the Seepolizei.**
7. Workmen from the Yachtwerft (former Engelbrecht Werft)*** in Berlin-Koepenick arrived in April to replace the engines on four SK-boats. Three 625 h.p., former Junko type 205, airplane engines were installed in each boat. In source's opinion, these boats were probably equipped with twin machine guns.
8. In May 1951, repairs were completed on four minesweepers (former German navy R-boote) which had been brought to the yard in December 1950. The bow was replaced on one of them.
9. The civilian population has been evacuated from Greifswalder Oie Island (MS - 104) which is supposed to become a support point for the Seepolizei.

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* [] Comment: In April 1951, 1,400 workers were reported employed at the yard. [] 25X1A

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** [] Comment: A report dated April 1951 stated that the production goal at the yard consisted of about 14 minesweepers per year and that, in addition, repairs are undertaken on small Russian naval vessels and German cutters.

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** [] Comment: Formerly the Yachtwerft Claus Engelbrecht.

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